



# Preface ~

## Countywide Transportation Planning in Loudoun

Transportation planning has evolved significantly in Loudoun County over the last several decades. Early planning efforts included the *Eastern Loudoun Area Management Plan* (ELAMP) and *Dulles North Area Management Plan* (DNAMP), adopted in the 1980s, and the *Choices and Changes General Plan*, adopted in 1991. These plans solidified the County's growth strategy and with assistance from, and coordination with, the Virginia Department of Transportation (VDOT) and regional transportation entities, the County laid out a transportation network designed to establish and enhance connectivity internally and regionally. Development of the transportation network started with the existing historical roads with parallel roads added as necessary.

By 1991, development proposals for a number of large, planned communities had been approved in accordance with these plans and critical pieces of the road network were starting to emerge. Subsequent area plan efforts including the *Dulles South Area Management Plan* (DSAMP), completed in 1993, and the *Toll Road Plan* (TRP), completed in 1995, represented significant expansion of the County's "urban growth area" and higher planned densities. The transportation policies, maps and design specifications adopted with these plans reaffirmed the General Plan network, but included provisions to ensure that land development applications contemplating higher densities only be approved when and if the infrastructure was in place.

The first Countywide Transportation Plan (CTP) was initiated in 1993 and completed in 1995. This effort included consideration of the future transportation needs of the County in both an immediate and long range planning context. The CTP looked at network and corridor issues and provided conceptual recommendations that would warrant further analysis and feasibility studies. The next planning efforts included the DSAMP (1997) and TRP (1998) amendments and the *Revised General Plan* (RGP) and *Revised CTP* in 2001. These plans had the advantage of more sophisticated tools and technology to allow closer consideration of the impacts of land use on the transportation network and included more accurate mapping and modeling to assess the fiscal impacts and affordability of the County's growth and development pattern. The regional transportation model was used during these efforts and led to recommendations for modifications to the ultimate conditions, typical sections and design guidelines for certain roads. The plan also resulted in much greater policy direction for transit and bicycle and pedestrian modes.

Today, with the *2010 Countywide Transportation Plan*, the County further refines its strategy for the orderly construction, maintenance, and improvement of the transportation system.

## The 2010 Countywide Transportation Plan

The *2010 Countywide Transportation Plan* continues to serve as a guide for future transportation infrastructure investment to be financed by Federal, State, and local dollars as well as private sector contributions. The *2010 CTP* also helps to inform residents and employers of the County's approach to addressing mobility needs and how the future transportation system may impact a specific neighborhood or property.

The *2010 CTP* is a companion document to the *Revised General Plan*. Together these two documents, along with the *Loudoun County Bicycle and Pedestrian Mobility Master Plan*, give policy guidance on land and infrastructure development and direction for new area plans. The Comprehensive Plan is adopted by the Board of Supervisors in accordance with State enabling legislation (Code of Virginia, Chapter 15.1). As set out in the Code of Virginia, Loudoun County's purpose in adopting the Comprehensive Plan is to



achieve a “coordinated, adjusted, and harmonious development” of land. While the *Revised General Plan* addresses the timing, character, and location of new development, and contains public facilities policies, the *2010 CTP* and the *Loudoun County Bicycle and Pedestrian Mobility Master Plan* provide for adequate transportation services and facilities to serve both existing and new development. By State law, the County must update the plan at least every five years, although the Board may consider amendments earlier. Changes to the adopted policies of the plan require a formal plan amendment process. The *2010 CTP* is not linked to a specific implementation schedule but rather proposes solutions and programs that are to be implemented in both the short- and long-term to accomplish the overarching transportation vision.

## Comprehensive Plan Review Process

In October, 2005, the Loudoun County Board of Supervisors initiated an amendment to review and update the *2001 CTP*. Subsequently, in June, 2006, the Board of Supervisors awarded the contract to update the *2001 CTP* to the consultant firm of Michael Baker, Jr., Inc. The consultant, together with County staff, worked to complete the technical analysis and ultimately provided an updated document for the Planning Commission to review in May, 2007. Upon receiving the document, the Planning Commission undertook its review and proceeded to solicit public input through hearings, forums, and stakeholder meetings to discuss the variety of issues, including major transportation policies, to be considered. As the calendar year drew to a close, however, the terms of the Board of Supervisors and Planning Commissioners ended. As a result, the new Board members established a revised schedule for completion of the review of the updated CTP. Additionally, the Board of Supervisors elected to integrate the Countywide Transit Plan, the County’s first transit plan, which had been under development as part of a separate process, into the CTP. With the adoption of the revised schedule, the new Planning Commission resumed review of the CTP along with the Transit Plan in January, 2009. With this review, additional public input sessions and stakeholder meetings were held with public outreach efforts culminating in a public hearing in October, 2009. The Planning Commission certified the draft updated CTP on April 7, 2010 and forwarded it to the Board of Supervisors for review and adoption. On June 15, 2010, the *2010 CTP* was formally adopted by the Board.

## Analytical Framework

The policies presented in the *2010 CTP* are intended to support the land use policies of the *Revised General Plan*. The *2010 CTP* policies address a full range of transportation modes, including auto travel, transit, bicycling, and walking. Each of these modes was identified and evaluated using criteria such as safety, level of service, potential impacts on the environment and community quality of life, and the adaptability of each alternative to possible changes in land use. The transportation system outlined in the *2001 CTP* formed the baseline for this analysis and was subsequently modified after a series of qualitative and quantitative tests, including several runs of the County’s travel demand forecasting model. Road improvement projects are categorized into near-, intermediate-, and long-term priorities and can be found in Appendix 3.

## Plan Format

The content of the *2010 CTP* is organized into the following chapters and appendices.

## Chapters

- Chapter One presents the County’s transportation vision, strategies, and goals.
- Chapter Two sets the policies for the County’s overall road network, including policies for the Suburban, Rural, Transition, and Town Policy Areas, level of service standards for roads, road design



and construction standards, traffic calming measures, private streets and road improvement priorities.

- Chapter Three presents the County's commitment to transit, both rail and bus, and it also describes the travel demand management strategies that the County intends to employ to reduce single-occupancy travel demand on the County's road network or redistribute this demand away from peak travel periods.
- Chapter Four sets the policies for bicycle and pedestrian facilities along CTP roads.
- Chapter Five discusses policies related to the accessibility of airports within the County, including the Leesburg Airport and Dulles International Airport.
- Chapter Six discusses County coordination with state, regional and local agencies.
- Chapter Seven establishes the relationship between current environmental and historic resource policies and transportation.
- Chapter Eight outlines the various funding sources available to the County and suggests how these funds should be used and also includes a discussion of proffers and proffer policies.
- Chapter Nine presents a series of implementation measures that outline ongoing and future planning efforts that are necessary to fully realize the policies of the *2010 Countywide Transportation Plan*.

## Appendices

- Appendix One outlines existing, interim and/or ultimate conditions of specific segments of the County's existing and future public road network.
- Appendix Two outlines the technical analysis process undertaken by the County's consultant as part of the update of the CTP road network.
- Appendix Three presents the priorities and timeframes for major improvement projects in the *2010 CTP* including estimated costs and funding sources, where available.
- Appendix Four contains route profiles for recommended bus routes contained within the CTP.
- Appendix Five outlines the technical analysis process undertaken by the County's consultant to identify recommended transit provisions.
- Appendix Six provides planning guidelines for bicycle and pedestrian facilities along CTP roads.
- Appendix Seven contains State-endorsed highway noise abatement policies.